



DEPARTMENT OF PLANNING AND ZONING
MARSHA MCLAUGHLIN, DIRECTOR

TECHNICAL STAFF REPORT

WARFIELD NEIGHBORHOOD – PHASE 1

Planning Board Hearing of April 12, 2012

Case No.: PB 392

Owners: Parcels C & D: The Howard Hughes Corporation; Lot 39: Columbia Land Holdings, Inc.

Petitioner: The Howard Hughes Corporation

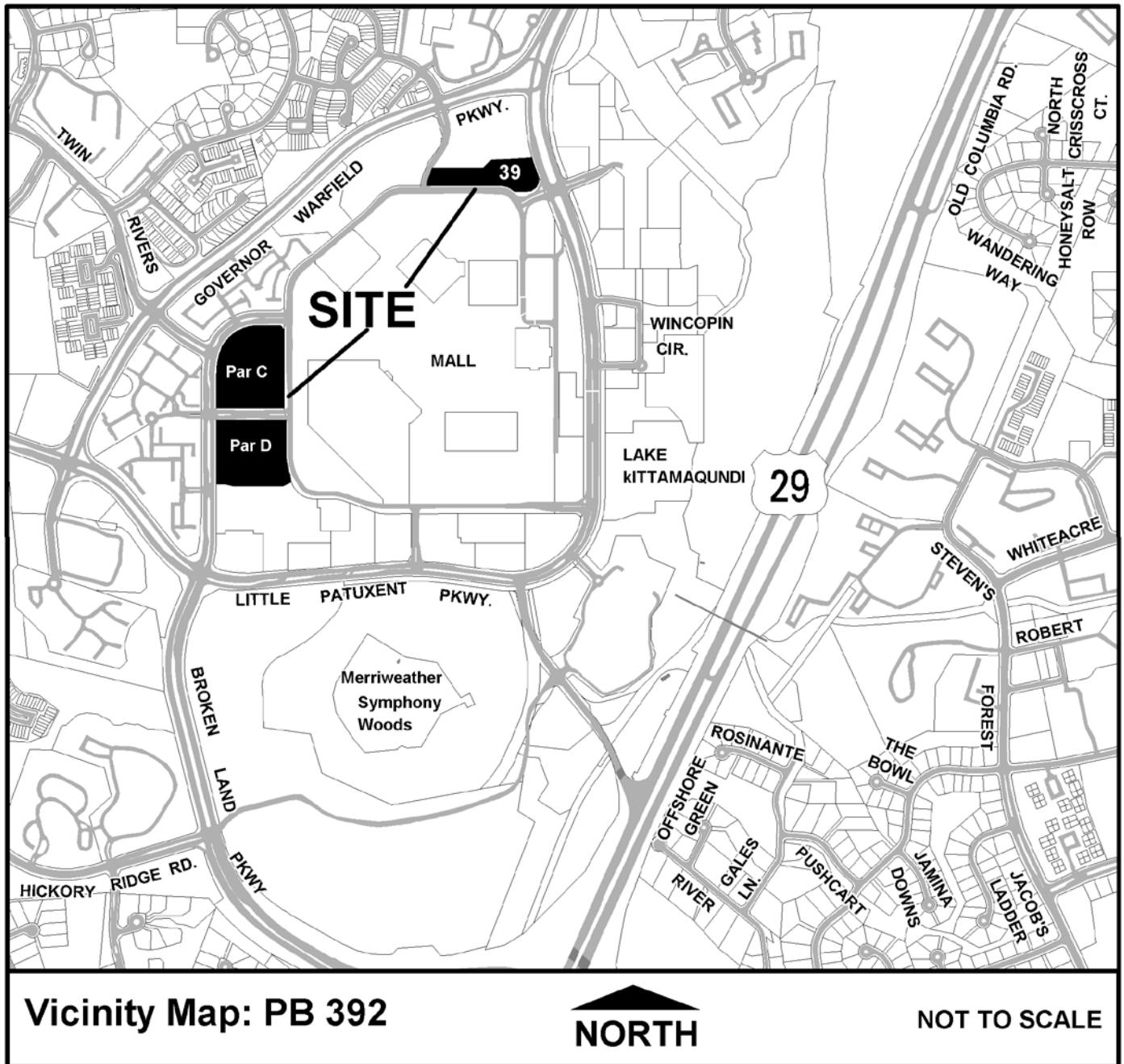
Project Name and File Number: FDP-DC-Warfield-1, Downtown Columbia, Warfield Neighborhood, Phase 1, Parcels C and D

Request: For Planning Board approval of FDP-DC-Warfield-1, a Final Development Plan for Downtown Revitalization, the Warfield Neighborhood Concept Plan, the Warfield Neighborhood Specific Design Guidelines, the Warfield Neighborhood Specific Implementation Plan in accordance with Sections 125.A & E of the Zoning Regulations. The Final Development Plan proposes Mixed-Use Residential and Retail, including a total of 817 residences and 76,098 square feet of retail (including restaurant) uses on Parcels C and D, which will be configured into a total of three blocks. As part of this proposal, construction would include improvements to the private right-of-way known as Mall Ring Road, the private mall entrance, and the construction of two additional new private rights-of-way, one connecting Twin Rivers Road directly to the Mall Ring Road (bisecting Parcel C) and one on the south side of Parcel D between Broken Land Parkway and the Mall Ring Road. Also included within this FDP is a 2.59 acre vacant lot, known as Lot 39, owned by Columbia Land Holdings, Inc., that will be used to place the temporary overflow parking currently located on Parcel C. The land use designations proposed on this FDP includes 12.03 acres of Downtown Mixed Use Area and 0.79 acres of Downtown Community Commons (amenity areas) for a total of 12.82 acres. In accordance with Section 125.E.4 of the Zoning Regulations, the Planning Board shall evaluate and approve, approve with conditions, or disapprove the Final Development Plan and associated Neighborhood Documents at a Public Hearing.

Recommendation -The Department of Planning and Zoning recommends approval of:

- A. The Warfield Neighborhood Concept Plan as submitted with FDP-DC-Warfield-1;**
 - B. The Warfield Neighborhood Specific Design Guidelines as submitted with FDP-DC-Warfield-1, which includes changes recommended by the DAP as well as alternative designs regarding DAP Recommendation #1 and #3, as summarized in Attachment C;**
 - C. The Warfield Neighborhood Specific Implementation Plan as submitted with FDP-DC-Warfield-1; and**
 - D. The Final Development Plan, FDP-DC-Warfield-1, Warfield Phase 1,**
- subject to adequately addressing all remaining technical comments provided by the Subdivision Review Committee in the letter dated February 27, 2012.**

Location: The subject properties, Parcels C and D, are located on the south and east side of Broken Land Parkway, about 600 feet north of the Little Patuxent Parkway intersection and west of the Mall in Columbia. The 10.23 acre site plus vicinal private right-of-ways are zoned NT (New Town) and are designated as Downtown Mixed Use Area in the Downtown Columbia Plan. The properties are identified as Tax Map 36, Grid 1, Parcel 382, Parcels C and D. The additional 2.59 acre vacant lot that has been included to relocate the temporary overflow parking is located west of Little Patuxent Parkway and south of Governor Warfield Parkway, on the east side of the Mall Entrance Drive that stems off Governor Warfield Parkway, and is identified as Tax Map 36, Grid 1, Parcel 460, Lot 39 is also designated as Downtown Mixed Use Area in the Downtown Columbia Plan.



Vicinal Properties:

North: Parcels C and D are bounded to the north by the northern extent of Broken Land Parkway. On the opposite side of the Parkway is the Governors Grant Condominium development. The north side of Lot 39 is bound by the One Mall North property, which sits at the corner of Governor Warfield Parkway and the mall entrance (no permanent improvements proposed for Lot 39).

South: Parcels C and D are bounded to the south by parking garages and an office building known as 70 Corporate Center. Lot 39 is bound on the south by the Mall Ring Road (no permanent improvements proposed for Lot 39).

East: Parcels C and D are bounded to the east by the Mall Ring Road, a private right of way. On the opposite side of Mall Ring Road lay the parking lots for the Sears and the Mall in Columbia. The existing transit hub also sits within the parking lot opposite of the Mall Entrance Drive that bisects Parcels C and D. The eastern property line for Lot 39 is bound by Little Patuxent Parkway (no permanent improvements proposed for Lot 39).

West: Parcels C and D are bounded by Broken Land Parkway to the west. On the opposite side of Broken Land Parkway is the Whitney at Town Center Condominium and Town Center Triangle Apartment developments. The western side of Lot 39 is bound by the Mall Entrance Drive opposite Windstream Drive, which intersects with Governor Warfield Parkway (no permanent improvements proposed for Lot 39).

Neighborhood: The Warfield Neighborhood, which is described in the Downtown Columbia Plan as a Mixed-Use Residential Neighborhood, is located south of Governor Warfield Parkway and spans east the west and north boundary of The Mall in Columbia.



Downtown Columbia Neighborhoods

Not to Scale

I. General Comments

A. Relevant Site History

- Parcels C and D are undeveloped, previously graded sites. There are no environmental features. Parcel C has two existing Mall overflow parking lots used for the holiday season.
- Lot 39 is an unimproved lot with no environmental features.

B. Legal Notices --

- The subject site was properly posted with six (6) official Planning Board hearing notices (two located on Parcels C and D on Broken Land Parkway, two provided on Parcels C and D on Mall Ring Road, one at the North Mall Entrance on Lot 39, and one on Lot 39 on Little Patuxent Parkway). These signs were posted beginning on March 7, 2012, as verified by County staff.
- Legal advertisements for this case appeared in the Howard County Times and the Columbia Flier on March 8, 2012.

C. Regulatory Compliance - *Final Development Plans and associated Neighborhood Documents for Downtown Revitalization are subject to the following items, which are to be incorporated by reference into the record.*

- (1) The Downtown Columbia Plan, Council Bill No. 58-2009, which approved an amendment to the Howard County General Plan.
- (2) The Zoning Regulations, including sections enacted as part of an amendment to the Zoning Regulations as Council Bill No. 59-2009 (ZRA 113).
- (3) Downtown-Wide Design Guidelines passed as Council Resolution 138-2010.
- (4) The Adequate Public Facilities Act amended for Downtown Columbia as Council Bill 47-2010.
- (5) The Sign Ordinance amended for Downtown Columbia as Council Bill 56-2010.

In addition, the petitioner met the following pre-submission requirements:

- (6) A Pre-submission Community Meeting was held on October 27, 2011 in accordance with Section 125.E.2 of the Zoning Regulations and Section 16.128(b)-(g) of the Subdivision and Land Development Regulations.
- (7) The Design Advisory Panel (DAP) review of the Neighborhood Specific Design Guidelines on November 9, 2011 in accordance with Section 125.E.2 of the Zoning Regulations and Title 16, Subtitle 15 of the County Code. The Planning Board may consider the DAP's recommendation in making a final decision in Neighborhood Design Guideline approval per Title 16, Subsection 1504(f) of the County Code.

D. Definitions:

- **Downtown Columbia Definitions:** Please refer to the attached definitions (**Attachment D**) of terms relating to Downtown Columbia revitalization as excerpted from Section 103.A.38-60 of the Zoning Regulations as needed.
- **Neighborhood Documents:** The Neighborhood Concept Plan, Neighborhood Specific Design Guidelines and the Neighborhood Specific Implementation Plan are at times referred to collectively as the "Neighborhood Documents" within this technical staff report.
- **Exhibits:** The Street and Block Plan, the Neighborhoods Plan, the Maximum Building Heights Plan, the Primary Amenity Space Framework Diagram, the Street Framework Diagram, the Bicycle and Pedestrian Plan, and the Open Space Preservation Plan are at times collectively referred to as "Exhibits" within this technical staff report.

E. Purpose of Petition - The purpose of the Final Development Plan (FDP) is to identify:

- Existing conditions for the subject area;
- The proposed land uses;
- The location of required Downtown Community Commons; and
- Any other information relating to how the development of the subject area will comply with the Downtown Revitalization requirements.

As part of the Final Development Plan submission, petitioners are required to propose a Neighborhood Concept Plan, Neighborhood Specific Design Guidelines, and a Neighborhood Implementation Plan, which are intended to provide a context for evaluation for the initial Final Development Plan and provide guidance for future Final Development Plan petitions, but are only binding on the property included within this FDP. The purpose of each of these documents is further discussed in Section II.

F. Determining Conformance: Evaluation of the Final Development Plan, Neighborhood Concept Plan, the Neighborhood Specific Design Guidelines, and the Neighborhood Specific Implementation Plan is to be based on conformance with the Zoning Regulations, the Downtown Columbia Plan and the Downtown-Wide Design Guidelines. Conformance is specifically interpreted in Section 125.A.2.b of the Zoning Regulations:

"When a provision in this section requires that an action "will conform", "conform with", "conforms with" or "conforms to", the Downtown Columbia Plan or any part of the plan, the action being taken shall further, and not be contrary to, the following items in the Downtown Columbia Plan:

- (1) *Policies;*
- (2) *Timing and implementation of the plan;*
- (3) *Timing of development;*
- (4) *Development patterns*
- (5) *Land uses; and*
- (6) *Densities and intensities."*

II. Description of the Final Development Plan Proposal and Associated Neighborhood Documents

A. Proposed Neighborhood Concept Plan – The purpose of the Neighborhood Concept Plan is to show an entire neighborhood as identified in the Downtown Columbia Plan and depict a general layout for proposed public and private streets, block, maximum building heights and Downtown Community Commons as a context for evaluation of the Final Development Plan. It may provide guidance for future Final Development Plan petitions, but is only binding on the property included

within the boundaries of this Final Development Plan.

The block configuration and street network, as well as the proposed vehicular, pedestrian, and bicycle circulation patterns shown on the Warfield Neighborhood Concept Plan are largely identical to the Exhibits in the Downtown Columbia Plan. Any modifications are discussed in the Planning Board Criteria section. Building Heights for most blocks are proposed to not exceed 7 stories (or 100' feet), with the exception of Block W-4 (adjacent to the Mall at LL Bean Plaza), Block W-8 (containing the Cheesecake Factory and AMC Cinema), and Block W-9 (adjacent to (Nordstrom) which are proposed to not exceed 4 stories (or 60' feet), as well as the northern extent of Block W-13, which are proposed to not exceed 9 stories (or 120' feet). The Neighborhood Concept Plan also identifies the Downtown Community Commons (as defined in the Downtown Columbia General Plan):

WARFIELD NEIGHBORHOOD NEW PRIMARY AMENITY SPACES CHART*		
No.	AMENITY NAME	NET NEW SF (AS SHOWN)**
1.	WARFIELD GREEN.....	15,500 SF (23,871)
2.	WARFIELD PROMENADE.....	TBD (8,970)
3.	WARFIELD MEWS.....	7,600 SF (19,690)
4.	WARFIELD SQUARE.....	12,900 SF (34,570)
8.	WARFIELD PLAZA.....	11,300 SF (59,540)
10.	WARFIELD PLAYGROUND (THIS FDP).....	6,000 SF (6,000)
11.	WEST PROMENADE (THIS FDP)***.....	28,500 SF (28,500)
TOTAL MINIMUM NET NEW AREA:.....		81,800 SF

The Net New Square Footage listed in the chart is based on the Primary Amenity Space Framework Diagram found in the Downtown Columbia Plan. The “as shown” square footages are subject to change, and will be determined with the Final Development Plan for the area in which the amenity space is proposed.

B. Proposed Final Development Plan – The Final Development Plan (FDP) includes a mix of multi-family residential and street-level retail and restaurant uses, along with a linear Downtown Community Commons and playground which conform to the Downtown Columbia General Plan. The land use designations proposed on this FDP includes 12.03 of Downtown Mixed Use Area and 0.79 acres of Downtown Community Commons for a total of 12.82 acres.

A total of 817 residences and 76,098 square feet of retail on Parcels C and D are proposed, which will be configured into three blocks to be known as Blocks W-1, W-2, and W-5. The maximum retail use footprint will not exceed 32,418 square feet and maximum building height for Parcels C and D will not exceed 7 stories. The proposed uses will be developed in the three blocks as follows:

Block Number	Block Area		Retail	Office / Conference		Cultural	Hotel		Residential		Total Development (GFA)		
	SF	Acre					Rooms	GFA	Units	GFA	Demolition	New	Net New
W-1	214,093	4.91	14,000	-	-	-	-	-	390	464,084	* -	478,084	478,084
W-2	110,675	2.54	29,680	-	-	-	-	-	267	387,400	* -	417,080	417,080
W-5	80,465	1.85	32,418	-	-	-	-	-	160	202,842	* -	235,260	235,260
Warfield Total (Phase 1)	405,233	9.30	76,098	-	-	-	-	-	817	1,054,326	* -	1,130,424	1,130,424

As part of this proposal, construction would also include improvements to the private Mall Ring Road (Road B on the FDP) and the private Mall Entrance Road (Road A on the FDP). In addition, two new private rights-of-way are proposed to be constructed - the extension of Twin Rivers Road from Broken Land Parkway to the Mall Ring Road (bisecting Parcel C), and a new road along the south boundary of Parcel D between Broken Land Parkway and the Mall Ring Road (Road C on the FDP).

The FDP proposes 0.79 acres of Downtown Community Commons, which exceeds the 5% minimum net new square foot requirement per Section 125.A.9.g.4 of the Zoning Regulations. This area will include the Warfield section of the West Promenade, which is in conformance with the Downtown Columbia Plan. It is located on the east side of Parcel D and contains 28,500 square feet (the promenade is anticipated to expand into the Symphony Overlook Neighborhood to Little Patuxent Parkway, which will create a connection to Symphony Woods Park). Within the West Promenade, the Warfield Playground (at least 6,000 square feet) will be located as proposed in the Downtown General Plan.

Also included within this FDP is a 2.59 acre vacant lot, known as Lot 39, where the temporary overflow parking currently located on Parcel C will be relocated. No residential, retail, office, or hotel uses are proposed on Lot 39 with this FDP, but a maximum building height of 7 stories is proposed, conforming to the Downtown Columbia Plan.

C. The Warfield Neighborhood Specific Design Guidelines provide urban design guidelines for an individual neighborhood and provide a context for evaluation of the Final Development Plan. While it may provide guidance for future Final Development Plan petitions, it is only binding on the property included within the boundaries of this Final Development Plan. The Warfield Neighborhood Specific

Design Guidelines were modeled after and further the approved Downtown-Wide Design Guidelines and include detailed information regarding block standards, building form, street and streetscape design (including circulation for vehicles, pedestrians, and bicycles, and design and materials standards), amenity area (including Downtown Community Commons) design and material standards, architectural standards for buildings, and signage standards. Also included in the design guidelines are definitions and two appendices for Sustainability and On-Road Bicycle Facilities.

- D. The **Warfield Neighborhood Specific Implementation Document** provides an implementation schedule for the improvements proposed with this Final Development Plan and how the Warfield Neighborhood may build out in future phases. It must conform with the Downtown Revitalization Phasing Plan and the Public Amenities Implementation Chart of the Downtown Columbia Plan, and address the balance of uses in each implementation phase, phasing of Downtown Mixed-Use Development, the phasing of the required Downtown Community Commons Spaces, and the phasing of infrastructure improvements for transportation and circulation, public water, and sewer. The Plan also addresses how the proposal will meet any required Community Enhancements, Programs and Public Amenities (CEPPA) requirements. When evaluating the balance of uses, the existing surrounding uses and the goals for the neighborhood as outlined in the Downtown Columbia Plan are taken into account. It is meant to provide a context for evaluation of the Final Development Plan. While it may provide guidance for future Final Development Plan petitions, it is only binding on the property included within the boundaries of this Final Development Plan.
- E. **Conformance Summary** – Using the criteria listed in Section 125.A.2 of the Howard County Zoning Regulations, these documents conform to the Downtown Columbia Plan as follows:

Conformance with the Downtown Columbia Plan	Neighborhood Concept Plan	Neighborhood Specific Design Guidelines	Neighborhood Implementation Document	Final Development Plan
Policies;	X	X	X	X
Timing and implementation of the plan;	X	NA	X	X
Timing of development;	NA	NA	X	X
Development patterns;	X	X	X	X
Land uses; and	X	X	X	X
Densities and intensities	X	X	X	X

- III. **Planning Board Criteria:** In accordance with Section 125.E.4 of the Howard County Zoning Regulations, the Planning Board is to evaluate and approve, approve with conditions, or deny the petition based on whether the Final Development Plan and associated Neighborhood Documents satisfy the following criteria (***Attachment A provides a summary of conformance with this criteria***):
- a. **The Downtown Neighborhood Concept Plan, the Neighborhood Specific Design Guidelines, and the Neighborhood Specific Implementation Plan** conform with: ***the Downtown-Wide Design Guidelines; the Downtown Columbia Plan (including the Street and Block Plan, the Neighborhoods Plan, the Maximum Building Heights Plan, the Primary Amenity Space Framework Diagram, the Street Framework Diagram, the Bicycle and Pedestrian Plan, and the Open Space Preservation Plan). Any proposed change(s) will not be detrimental to the overall design concept and phasing for Downtown Revitalization. Limited change in building heights may be approved based on compatibility, character and height of nearby existing and planned development and redevelopment, and open spaces in the area. However, in no event shall the maximum building height for Downtown Revitalization exceed twenty stories;***

In the Neighborhood Documents, the petitioner has exhibited conformance with the Downtown Columbia Plan and most associated exhibits as well as with the Downtown-Wide Design Guidelines. Any modifications proposed continue to further, and are not contrary to, the policies, timing and implementation of the plan, timing of development, development patterns, land uses or densities and intensities as described in the Downtown Columbia Plan. Modifications are listed below:

Modifications of the Neighborhood Concept Plan:

- **The Neighborhood Plan:** In the Downtown Columbia Plan Exhibit E, the boundary of the Warfield Neighborhood includes the existing bank building located between the existing LL Bean and the Restaurant Building. The petitioner has excluded this building from the neighborhood. The Department of Planning and Zoning concurs including it in the Mall Neighborhood, since it operates within Mall management.
- **The Street and Block Plan and Primary Amenity Space Framework Diagram:** Blocks W-6 and W-7 were combined into one larger block in order to provide greater flexibility in siting a building or buildings. The streets in this area were also reconfigured from what was originally shown in the Downtown Columbia General Plan. The Design Guidelines indicate that a pedestrian connection, alley or service drive will bisect this combined block in order to maintain block and building length requirements. This reconfiguration also caused a slight modification to the layout of Warfield Plaza, which now expands more directly off of the existing LL Bean Plaza, and Warfield Square,

which has been moved within block W-8. However, these modifications still provide the opportunity for Warfield Plaza and Warfield Square to be linked by closing the road between them, creating a pedestrian zone for special events, as suggested in the Downtown Columbia Plan (Modifications are discussed on Pages 12 and 78 of the Warfield Neighborhood Design Guidelines).

- Street Framework Diagram: In addition to a reconfiguration of the streets around Blocks W-6 and W-7, the petitioner has also reorganized the hierarchy of road classifications for better form and function. Twin Rivers Road Extended is now classified as a street right through to the Warfield Plaza/Mall Area rather than an avenue in order to facilitate increased walkability. Conversely, the street between blocks W-1 and W-2 is an avenue. An additional right-of-way street section, Avenue Type 4, is proposed in order to improve functionality (Modifications are fully discussed on Pages 27-28 of the Warfield Neighborhood Design Guidelines and street cross sections are found on Pages 35-37).
- The Maximum Building Heights Plan: The petitioner has revised two of the maximum building heights, both interior to the neighborhood. Block W-4 adjacent to the mall had a maximum height of 7 stories in the Downtown Columbia Plan and is proposed as 4 stories on this Neighborhood Concept Plan. Conversely the area containing Block W-7 was revised from 4 stories to 7 stories on the Neighborhood Concept Plan (Modifications are described on Pages 18-19 of the Warfield Neighborhood Design Guidelines). These changes conform with the Downtown Columbia Plan policies, development patterns, land uses and densities and intensities.
- The Bicycle and Pedestrian Plan: The Primary Bicycle network was slightly modified to remove primary circulation from the Mall Ring Road (Road B) to Warfield Plaza. However, more direct connections are in place in surrounding right-of-ways for higher speed bicycle traffic, and bicycle traffic will still be supported with sharrow lanes that provide pavement markings for support of bicycle traffic within a lane shared with vehicular traffic. The Primary Pedestrian Network was also modified to connect Warfield Square with Warfield Green adjacent to the Mall and to expand the primary pedestrian network to include the Warfield Mews Downtown Community Commons area.

The **Warfield Neighborhood Specific Design Guidelines** were modeled after the approved Downtown-Wide Design Guidelines. There were three substantive modifications/additions, which are described below:

- Street Type – The petitioner has proposed alternative street types that were collaborated on with the Department of Public Works and the Development Engineering Division in order to achieve increased functioning. These are found on Pages 35-39 of the Guidelines.
- Some aspects Sustainability Guidelines are integrated into each chapter, with the full content of the Sustainability Guidelines included as an appendix to the Warfield Neighborhood Design Guidelines.
- An appendix has been added regarding On-Road Bicycle Facilities.

The proposed changes discussed above are not detrimental to overall design concept and phasing for Downtown Revitalization and do not cause non-conformance with the required documents. The detail provided within the Warfield Specific Design Guidelines further the goals of the Downtown Columbia Plan and Downtown-Wide Design Guidelines

The **Neighborhood Implementation Plan** also conforms with the policies, timing and implementation of the plan, timing of development, development patterns, land uses, and densities and intensities as outlined in the Downtown-Wide Design Guidelines, the Downtown Columbia Plan and Exhibits. The Implementation Plan describes the primarily residential mixed-use neighborhood and layout as set in the Downtown General Plan and Downtown-Wide Design Guidelines and provides an estimated ratio of commercial (retail and office).

As described within the Implementation Plan, the uses for Warfield Phase I fit within the Downtown Revitalization Phasing for Phase 1; however phasing will be formally tracked at Site Development Plan and is further discussed in Criteria C below. In addition, timing of improvements required in Section 125.E.3.a(3) are detailed for Phase 1 and discussed for future phases. The Implementation Plan provides a tracking chart for the status of all Community Enhancements, Programs, and Public Amenities (CEPPA). Within the text of the plan, a summary of applicable CEPPA requirements relevant to the current and future proposed phasing of the Warfield Neighborhood is also provided.

- b. The Neighborhood Design Guidelines submitted with the Final Development Plan offer sufficient detail to guide the appearance of the neighborhood over time, and promote design features that are achievable and appropriate for Downtown Revitalization in accordance with the Design Guidelines and the Downtown Columbia Plan.***

In accordance with Section 125.E.3.a.2 of the Zoning Regulations, The Warfield Neighborhood Design Guidelines address and provide sufficient guidance for development plans within the neighborhood relating to the following design components:

- Urban design, including scale and massing, block configuration, parking and service functions, building entrances, and street lighting and furniture are primarily covered in Chapter 2, *Urban Design*. Street lighting and furniture are covered under Chapter 3 - Section 3.4, *Street Design: Material and Elements Standards*.
- Street design and framework is covered in Chapter 3, *Street Design*
- Downtown Community Commons and Downtown Parkland is covered in Chapter 4, *Amenity Space*
- Architectural design is covered in Chapter 5, *Architecture*
- Green building and green site design is covered as a sub-section at the beginning of Chapters 2 – 5 that is titled *Sustainability Goals* which describe green design considerations for the chapter topic and reference the *Sustainability Guidelines* from the *Downtown-Wide Design Guidelines* attached as an Appendix to the Warfield Neighborhood Specific Design Guidelines in order to further encourage these principles for all sites proposed in the neighborhood.
- Pedestrian and bicycle circulation features is discussed in Chapter 3, *Street Design*. Routes are found on Pages 40-43, the inclusion of bicycle lanes or sharrow lanes are detailed on Pages 34-39, and sidewalk characteristics are found in the *Streetscape* section of the chapter. In addition, an Appendix has been included in the guidelines for *On-Road Bicycle Facilities*.
- Signage is covered in Chapter 6, *Signage*.

In addition, the Planning Board may consider the Design Advisory Panel's (DAP) recommendations in accordance with Title 16, Subsection 1504(f) of the County Code. Please see the DAP's recommendations for additional input to be considered in evaluating the Warfield Neighborhood Specific Design Guidelines, attached as Attachment C, which also includes DPZ's analysis of how the Petitioner incorporated the Panel's recommendations.

- c. **The Final Development Plan conforms with: the Neighborhood Documents; the Revitalization Phasing Plan, the Downtown Community Enhancements, Programs, and Public Amenities (CEPPA) Implementation Chart and Flexibility Provisions; the Downtown-wide Design Guidelines; the Downtown Columbia Plan, (including the Street and Block Plan, the Neighborhoods Plan, the Maximum Building Heights Plan, the Primary Amenity Space Framework Diagram, the Street Framework Diagram, the Bicycle and Pedestrian Plan, and the Open Space Preservation Plan). Limited change in building heights may be approved based on compatibility, character and height of nearby existing and planned development and redevelopment, and open spaces in the area. However, in no event shall the maximum building height for Downtown Revitalization exceed twenty stories;**

Neighborhood Documents, Downtown-wide Design Guidelines, Downtown Columbia Plan and Exhibits
As described in Criteria a., above, the Neighborhood Documents conform with the Downtown-wide Design Guidelines and the Downtown Columbia General Plan. Similarly, the Final Development Plan (FDP) conforms with the Neighborhood Documents that are recommended to be approved with this plan, providing the same land use, pedestrian and bicycle circulation, block and street design, right-of-way types, and building height as proposed on the Neighborhood Concept Plan and therefore also complies with Downtown Columbia Plan and Downtown-wide Design Guidelines. The Neighborhood Concept Plan also conforms to the Neighborhood Design Guidelines. The proposed development will be further evaluated at Site Development Plan stage when development details are provided, but the Final Development Plan conforms to the Neighborhood Design Guidelines.

Revitalization Phasing Plan

The development levels proposed with this FDP indicate that the blocks to be developed as a result of this FDP approval (Blocks W-1, W-2, and W-5) would not extend beyond Phase 1 of the Downtown Revitalization Phasing Progression. However, since Downtown Phasing is governed by building permit, it is possible that multiple neighborhoods would be applying for building permits at the same time. Please note that full conformance with the Revitalization Phasing Plan will be tracked as part of the Site Development Plan Process since the Downtown Columbia Plan triggers phasing through the issuance of building permits, which are issued after Site Development Plan approval. Therefore, phasing will be further evaluated at the Site Development Plan for each block.

CEPPA Implementation Chart

The FDP also conforms with the Downtown Community Enhancements, Programs and Public Amenities (CEPPA) Implementation Chart. CEPPA items 1-4 must be completed prior to the submission of the First Final Development Plan and CEPPA items 5-6 must be completed prior to approval of the first Final Development Plan. CEPPAs #1-5 are complete. CEPPA #6 is in progress and legislation establishing Downtown Partnership is being prepared. Please see the attached CEPPA summary for additional information (Attachment B).

- d. **The Final Development Plan, when considered in the context of surrounding planned or existing development, provides a balanced mix of housing, employment and commercial, and arts and cultural uses throughout each phase;**

Warfield Phase 1 is proposed to include retail (including restaurant) and residential uses, as shown in the chart below. Existing surrounding uses include the Mall in Columbia, the Governor's Grant and

Whitney residential communities along with the Parkside, Park View, Park Square and Seventy Columbia Corporate Office Buildings. The addition of new residential uses with street-level retail “inside” Broken Land Parkway will help establish the Warfield Neighborhood as the vibrant mixed-use neighborhood envisioned by the Downtown Columbia Plan. When taken into context with existing uses, along with the proposed Final Development Plans for the Mall Neighborhood and the Merriweather Symphony Woods Neighborhood that are currently under review, there will be a balanced mix of housing, employment and commercial, and arts and cultural uses throughout each phase.

Please note that Downtown Revitalization Phasing, which ensures the balance of uses throughout Downtown, will be reviewed, tracked, and implemented at the Site Development Plan Phase, since building permits (under which the phasing progress is based) are issued from the Site Development Plan. Several Final Development Plans and Site Development Plans may be in process at one time, so that phasing progression will be reviewed over the context of multiple neighborhoods.

e. The Final Development Plan satisfies the affordable housing requirement.

The petitioner will fulfill the affordable housing requirement set forth in CEPPAs #10 and #11 by contributing two separate payments of \$1.5 million each for the funding of the Downtown Columbia Community Housing Fund. Petitioner will also assure that each developer and owner, respectively, within the Final Development Plan area will make the applicable one-time payments required by CEPPA #26 and the applicable annual payments required by CEPPA #27.

f. The bicycle, pedestrian, and transit network creates convenient connections throughout the subject area and connect, wherever possible, to existing and planned sidewalks, path, and routes adjoining the development;

The pedestrian and bicycle network proposed on this Final Development Plan (FDP) conforms with the Neighborhood Concept Plan and the Bicycle and Pedestrian Circulation Plan in the Downtown Columbia Plan, providing the initial components of a downtown-wide network. New sidewalks will be built where sidewalks do not currently exist, and primary pedestrian streets will be created adjacent to street-level retail to help establish an active pedestrian environment and encourage walking. Bicycle lanes and sharrows, which provide joint auto and bicycle use, are proposed with this FDP. The Howard Transit routes serving Downtown (Brown, Green, Gold, Orange, Red, Silver, and Yellow) and the existing transit center transfer point is located across the Mall Ring Road from this site, creating a convenient opportunity for transit use.

g. The Final Development Plan protects land covered by lakes, streams or rivers, flood plains and steep slopes, and provides connections, where possible to existing and planned open space within the neighborhood and in surrounding area;

There are no lakes, streams or rivers, floodplain and steep slopes on the subject parcels.

The sidewalks proposed for the subject area on the Neighborhood Concept Plan and Final Development Plan will connect to existing and planned open space within the neighborhood and the surrounding area.

h. The Final Development Plan provides the location of Downtown Community Commons required under Section 125.A.9.h as indicated in the Neighborhood Concept Plan;

The Final Development Plan proposes 0.79 acres of Downtown Community Commons, which exceeds the 5% minimum net new square foot requirement per Section 125.A.9.g.4. of the Zoning Regulations. Per the Neighborhood Concept Plan, this area will include the Warfield section of the West Promenade. It is located on the east side of Parcel D and contains 28,500 square feet. The entire promenade is anticipated to expand into the Symphony Overlook Neighborhood to Little Patuxent Parkway, which will create a connection to Symphony Woods Park. The West Promenade includes the Warfield Playground, which will be at least 6,000 square feet.

i. The Final Development Plan is in harmony with existing and planned vicinal land uses. In making this determination, the Planning Board shall consider, if appropriate:

- (1) Landscape features on the boundary of the plan area, which may include protection of existing vegetation or grade changes that provide a natural separation, or landscape planting;***
- (2) The size of buildings along the edges of the plan area through limits on building height or other requirements;***
- (3) The use and design of nearby properties and***
- (4) The adopted Downtown Columbia Plan recommendations for height, building massing and scale, and neighborhood connectivity;***

The Final Development Plan (FDP) proposes mixed-use development on Parcels C and D, and relocating the overflow parking existing on Parcel C Lot 39. Parcels C and D are immediately surrounded by surface parking serving the mall, Broken Land Parkway, and surface and structured parking facilities serving the office uses fronting Little Patuxent Parkway. Vicinal uses on the far side of

Broken Land Parkway consist of 3 and 4 story multi-family residential and townhouse development. Vicinal uses to Lot 39 are the Mall Ring Road, surface parking facilities serving the mall, as well as surface parking for office and multi-family uses.

The FDP proposes development of Parcels C and D for residential uses with street level retail. The maximum building height will be 7 stories high, in accordance with the Downtown Columbia Plan. The proposed uses are in harmony with the vicinal multi-family and townhouse residential uses, and are separated by Broken Land Parkway, which also serves as a buffer and assures a harmonious relationship with the proposed uses. The proposed uses are also in harmony with the existing adjacent parking facilities, which in the case of the Mall parking are also recommended to be replaced by future mixed-use development. The extension of surface parking to Lot 39 is also harmonious with the adjacent existing surface parking facilities.

j. ***The development proposed by Final Development Plan is served by adequate public facilities, including any proposed mitigation or development staging in accordance with the Adequate Public Facilities Ordinances (Title 16, Subtitle 11 of the Howard County Code).***

The proposed Final Development Plan (FDP) is in compliance with the Adequate Public Facilities Ordinance for schools and roads.

Housing Allocations: The proposed multifamily residential units have been evaluated for allocations as described in Title 16, Subtitle 11 of the Howard County Code and have received Tentative Allocations for a total of 817 units over three phases.

Schools: The proposed development was further evaluated through the Open/Closed Schools Test, which determined that the Running Brook Elementary School District, the Columbia West Elementary School Region, and the Wilde Lake Middle School District can accommodate these allocations within the specified years, and in doing so established milestone dates as follows:

Allocation Year	No. of Tentative Allocations	Site Development Plan Deadline Milestone Date
2013	390	by August 29, 2012
2015	267	between July 1, 2012 -April 1, 2013
2016	160	between July 1, 2013 - April, 1, 2014

Transportation: The development proposed was also tested for adequate transportation facilities, in accordance with the Adequate Public Facilities Ordinances (Title 16, Subtitle 11 of the Howard County Code). The transportation improvements are coordinated with the phased construction. These include improvements to the Mall Ring Road to the east of the parcels (referred to as **Road B** on the FDP), and the Mall Entrance Road (referred to as **Road A** on the FDP) between Parcels C and D (Blocks W-1 and W-2). In addition, the plan proposes two new roads, **Road C**, which is proposed south of Parcel D, and will separate Block W-1 in the Warfield Neighborhood from the Symphony Overlook Neighborhood and will be located at the existing entrance to the parking garages from Broken Land Parkway and **Twin Rivers Road** will be **extended** from Broken Land Parkway to the Mall Ring Road (Road B).

Three Road Type Sections are proposed on this Final Development Plan, the **Boulevard**, the **Avenue Type 2** and the **Street Type 2**. The cross sections are provided on Pages 35-36 and Page 38 of the Warfield Neighborhood Design Guidelines. Regarding improvements to ensure that APFO requirements are met, there is an existing traffic signal at the intersection of Road A and Broken Land Parkway. Currently all the other existing intersections are controlled using stop signs. Signalized and striping improvements will otherwise occur as summarized in the chart below:

Phase	Development Year	Improvement
1	2014	<ul style="list-style-type: none">• A signal will be constructed at Broken Land Parkway and Road C.• A separate right turn lane and a shared left/through lane will be provided in the westbound direction on Road C (the existing median could be converted to a separate left turn lane if needed <u>in the future</u>).
2	2015	<ul style="list-style-type: none">• A signal will be constructed at Broken Land Parkway and Twin Rivers Road.• The northbound approach on Broken Land Parkway will be restriped to provide two left turn lanes and a shared through/right lane.• At Broken Land Parkway and Mall Ring Road (Road B), a signal will be installed.• The restriping of the northbound approach on Mall Ring Road (Road B) and the use of the existing second eastbound left turn lane on Broken Land Parkway are recommended.
3	2016	If signals are installed as shown in Phase 1 and Phase 2, no additional signals will be warranted.

(See Page 9 of the Neighborhood Implementation Plan for additional details).

- k. The Final Development Plan protects environmentally sensitive features and provides environmental restoration in accordance with the Downtown Columbia Plan.***

There are no existing environmentally sensitive features on the subject parcels, and therefore no environmental restoration proposed with this FDP. However, in accordance with CEPPA #7, the Howard Hughes Corporation will submit a phasing schedule for environmental restoration on Howard Hughes Corporation Property along with a site development plan for the first phase of the restoration prior to the submission of the first Site Development Plan for Downtown Revitalization.

- l. The Final Development Plan protects any historic or culturally significant existing sites, buildings or structures, and public art.***

There are no existing historic or culturally significant existing sites, buildings or structures or public art within the subject parcels.

- m. The Final Development Plan proposes any appropriate plan to satisfy the requirement for art in the community.***

The petitioner will either incorporate art in the community equivalent in value to 1% of the building construction costs or will pay a fee-in-lieu as required in Section 125.A.9.f.2 of the Zoning Regulations, and will be further determine at the Site Development Plan process. This is noted on the Final Development Plan. The Neighborhood Design Guidelines suggest incorporating art within the playground or amenity area, and these possibilities may be explored at that time.

- n. The Final Development Plan provides a plan to hold, own, and maintain in perpetuity land intended for common, quasi-public amenity use and public art that is not publically owned, including, without limitation, any Downtown Community Commons, Downtown Parkland, Downtown Arts, Cultural and Community Use, and Downtown Neighborhood Square shown on the Final Development Plan.***

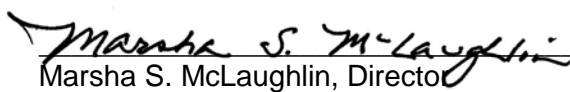
Property within the FDP area that is intended for common, quasi-public amenity use is held, owned and maintained subject to a reciprocal easement agreement granting pedestrian and vehicular access and ingress/egress rights between the FDP area and adjacent public thoroughfares, including sidewalks and walkways, as well as use of all common areas for their intended purpose. Each property owner is required to share in the maintenance expenses of such spaces pursuant to the reciprocal easement agreement. Such maintenance responsibilities may ultimately be assumed by a Downtown Partnership, the County, or other organization.

- o. To better ensure conformance with the Community Enhancements, Programs and Public Amenities provisions, the Final Development Plan provides for a plan to establish membership in the Downtown Columbia Partnership and payment of the annual charges. Each Final Development Plan shall show a consistent means of calculating and providing the required annual charges.***

A note has been added on the FDP regarding membership to the Downtown Partnership will and the formula to calculate the payment of annual changes in a consistent manner.

SRC Action: The Subdivision Review committee has recommended approval subject to the technical comments issued in the letter dated February 27, 2012.

Recommendation: Please see Page 1 for the Staff Recommendation.


Marsha S. McLaughlin, Director
Department of Planning and Zoning

3/29/12
Date

Staff Report prepared by: Jill Manion-Farrar

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**This file is available for public review at the DPZ Public Service Counter,
Monday through Friday, 8:00-5:00pm**

Attachment A

Planning Board Review and Approval Criteria Matrix
for PB 392
Final Development Plans for Downtown Columbia Revitalization
(per Section 125.E.4 of the Howard County Zoning Regulations)

Letter Sec. 125.E.4	Planning Board Criteria*				Comments
		Conforms	Does Not Conform	Modifications Proposed	
a.	All Neighborhood Documents conform with Downtown Columbia Plan (Plan) and Downtown-Wide Design Guidelines	X		X	Neighborhood Concept Plan Modifications: <ul style="list-style-type: none">the Neighborhood Planthe Street and Block Plan & Primary Amenity Space Framework Diagramthe Maximum Building Heights Planthe Bicycle and Pedestrian Plan - Addition of primary ped along mall from restaurants to Windstream Drive Design Guideline Modifications: <ul style="list-style-type: none">Street TypesAddition of Sustainability Guideline SummaryAddition of On-Road Bicycle Facilities
b.	Neighborhood Design Guidelines offer sufficient detail to guide the neighborhood over time and promote design features that are achievable and appropriate for Downtown Revitalization	X			Sufficient detail provided. See DAP recommendations for Exhibit D.
c.	FDP conforms with Neighborhood Documents, the Revitalization Phasing Plan, CEPPA Chart, Downtown Columbia Plan and Exhibits, and Downtown-Wide Design Guidelines	X			See report for additional details
d.	FDP provides a balanced mix of housing, employment, and commercial and arts and cultural uses throughout each phase when considered in the context of surrounding planned or existing development.	X			Conforms to Neighborhood as described in Downtown Columbia Plan and in context of surrounding existing and planned uses. See report for additional information.
e.	The Final Development Plan satisfies the affordable housing requirement.	X			Fulfilled with Note on the Plan to commit to requirement
f.	The bicycle, pedestrian, and transit network creates convenient connections throughout the subject area and connect, wherever possible, routes adjoining the development.	X			
g.	The Final Development Plan protects land covered by environmental sensitive features and existing open space	X			No existing environmental features
h.	FDP provides the location of the required Downtown Community Commons (amenity areas) as indicated in the Neighborhood Concept Plan.	X			West Promenade and Playground area proposed. 5% per FDP area requirement met.
i.	FDP is in harmony with existing and planned vicinal land uses	X			Uses and heights consistent with Downtown Columbia Plan and the surrounding uses.
j.	The development proposed is served by adequate public facilities (Roads and Schools) per APFO	X			See report for additional details
k.	FDP protects environmentally sensitive features & provides environmental restoration per Plan	X			No environmental features impacted. No restoration required for this area.
l.	FDP protects historic or culturally significant existing sites, buildings or structures, and public art	X			No existing historical or culturally significant sites, buildings, structures or public art
m.	FDP proposes an appropriate plan to satisfy the requirement for art in the community	X			Note provided on the FDP and discussed in Design Guidelines. More info at SDP.
n.	FDP provides a plan to hold, own, and maintain in perpetuity land intended for common, quasi-public amenity use and privately-owned public art	X			Note provided on the FDP
o.	Downtown Columbia Partnership - FDP explains membership and annual charges	X			Note provided on the FDP

* This chart provides an abbreviated description of the Planning Board criteria found in Sec. 125.E.4 of the Zoning Regulations and conformance finding. See staff report for complete language and detailed conformance findings.

Attachment B

DOWNTOWN CEPPA STATUS FOR REQUIREMENTS RELEVANT TO FDP-DC-WARFIELD-1
for PB 392
Final Development Plans for Downtown Columbia Revitalization

ITEMS TO BE COMPLETED PRIOR TO SUBMISSION OF FIRST FDP			
No.	Brief Summary Description*	Summary of Deliverable*	Status
1	Environmental assessment of three sub-watersheds of Symphony Stream, Wilde Lake and Lake Kittamaqundi located upstream from the Merriweather and Crescent Environmental Enhancements Study area.	The Merriweather and Crescent Environmental Study and the Best Management Practices for Symphony Stream and Lake Kittamaqundi Watersheds Studies	Completed - Submitted September 2008
2	The Land Framework component of the Downtown Columbia Sustainability Program and a detailed outline for the Community Framework component of the Sustainability Program (Community Framework Outline).	Approved as Chapter 8 of the Downtown-Wide Design Guidelines (Council Resolution 138-2010)	Completed - Council Resolution No. 138-2010 passed on March 7, 2010.
3	Route 29 - Interchange Study for a third interchange located between Route 175 and Broken Land Parkway and options for a connection (potential bicycle, transit and multimodal improvements over Route 29 (Oakland Mills Bridge Connection)	<ul style="list-style-type: none">• 3rd Interchange Study• Transit Center and Circulator Shuttle Study	<ul style="list-style-type: none">• July 21, 2010 - Transporation study Team introduced to County• August 17, 2011 - Scope of Study and Methodology submitted to County for Interchange Study and the Transit Center and Circulation Study• December 2011 - Draft Transit Center and Circulator Shuffle Study submitted to County• January 2012 - Draft Interchange Feasibility Study submitted to County
4	GGP will prepare Downtown_Wide Design Guidelines including Sustainability Provisions	Downtown-wide Design Guidelines	Completed - March 7, 2010 (Council Resolution No. 138-2010)
ITEMS TO BE COMPLETED PRIOR TO APPROVAL OF FIRST FDP			
5	Study for North-South Collector Road to connect Broken Land Parkway/Route 29 to Little Patuxent Parway, and new Downtown Transit Center and Downtown Circulator Shuttle	North-South Collector Road Feasibilty Study	Completed - Study submitted County December 2011 for review
6	Jointly Determine functions, orgnaization structure, implementation phasing, potnetnial funding and projected funding needs of the Downtown Clumbia Partnership, and for the Petitioner to provide the initial funding for the Downtown Partnership	<ul style="list-style-type: none">• Legislation establishing Downtown Partnership prepared	In process - <ul style="list-style-type: none">• Legislation establishing Downtown Partnership is being prepared
* See the CEPPA Chart in the Downtown Columbia Plan or included as part of the applicant's Neighborhood Specific Implementation Plan (which includes detailed status) for additional information			

Attachment C

Design Advisory Panel Recommendations for Planning Board Consideration
for
Neighborhood Specific Design Guidelines for Downtown Columbia Revitalization
(per Section 16.1504.f of the Howard County Code)
for PB 392

No.	Design Advisory Panel Recommendation	Applicant Response	Conforms with DC Plan and DWDG				Comments
			Does Not Conform				
			Alternative to DAP Rec. Proposer Subsequent Review				
	DAP NSDG Submission - Oct. 2011	Nov. 25, 2011	DPZ Recommendation				Revised PB NSDG Submission - March 2012
1	<i>“To emphasize walkability in the guidelines and maybe have a pedestrian promenade between amenity plaza A and square B.”</i>	<p>We agree that walkability is a key vision and requirement for Downtown Columbia. The Design Guidelines, implementation Document and FDP include significant program and plan identification of sidewalks, pedestrian zones, crosswalks and furnishings to enhance the pedestrian experience and assure connectivity to all neighborhoods in Downtown as well as adjacent Villages of Columbia and public spaces.</p> <p>With regard to the existing mall inner ring road adjacent to the restaurant row, we disagree that this should exclude vehicles, and believe that this road must remain as a vehicular access to the parking garage, as a primary bus route and as an important element to assure and maintain the gridded network of streets in downtown. These connections are vital to disburse traffic throughout the street grid, provide convenient drop-off and pick-up locations, service vehicle access, and improve overall traffic circulation in Downtown. The roadway in this area includes an existing wide pedestrian sidewalk area between the mall and theatre building that currently serves as a comfortable “pedestrian promenade” that enhances the walkability both to the restaurants and from the mall, entrance and Warfield Plaza, and provides accessible drop off zones.</p>	X		X	X	<p>In addition to walkable design elements presented in the DAP NSDG, the PB NSDG have been revised to include the following:</p> <ul style="list-style-type: none">• The vision for Warfield emphasizes bicycle-pedestrian connections to neighboring Wilde Lake Village and to the Lakefront (Diagram D in the Introduction section and the Neighborhood Pedestrian Circulation Plan in the Street Design section illustrate these connections).• Within the Street Design section, crosswalk standards are to be applied to all new intersections for street crossings from existing and new sidewalks, except in limited situations, where there are no traffic control devices.• As an alternate to a promenade between amenity space A and B, the guidelines propose street closing to vehicles for large-scale community events.
2	<i>“To pay more attention to the transition from Twin Rivers Road to the extension into Warfield.”</i>	<p>We agree. As this phase of the FDP and future SDPs develop, careful attention will be paid to how the roadway, vehicles, pedestrians and bicyclists transition from the existing four lane road section to the proposed two lane urban street section.</p>	X			X	<p>The vision for the Warfield neighborhood core in PB NSDG provides guidance for designing appropriate transitions from shared-use path to bike lanes and urban sidewalks entering Warfield from the Twin Rivers Road extension. This will be evaluated as part of the Road Plan and Site Development Plan process that follows approval of neighborhood documents.</p>
3	<i>“That as the signage plan for Warfield is finalized, that it becomes a design template... to be put back into the [Downtown] Design Guidelines... [and] that the piece go forward to inform the other neighborhoods that surround Warfield.”</i>	<p>We agree and will accommodate.</p>	X		X	X	<p>The NSDG replace the Downtown-wide Design Guidelines (DWDG), which negates the inclusion of any additional standards back into the DWDG. However; to accommodate the intent of applying standards to some elements within a more Downtown-wide context, the purpose of the PB NSDG has been expanded to reference specific design elements envisioned to be consistent throughout Downtown. These include Downtown permanent identifications signs, neighborhood permanent identification signs, vehicular and pedestrian directional signs, and parking signs.</p> <p>In addition, the Signage section establishes criteria for these signage types to create a coordinated and harmonic urban streetscape while at the same time providing for a unique neighborhood environment through varied color and typeface palettes.</p>

Attachment C

No.	Design Advisory Panel Recommendation	Applicant Response	Conforms with DC Plan and DWDG				Comments
			Does Not Conform Alternative to DAP Rec. Proposer Subsequent Review				
	DAP NSDG Submission - Oct. 2011	Nov. 25, 2011	DPZ Recommendation				Revised PB NSDG Submission - March 2012
4	<i>“The Applicant considers extending special streetscape considerations for the two parcels north of [amenity] E – linear park – the parcels W1 and W3 in phase one.”</i>	The Site Development Plan for this parcel C-2 will consider both a vista terminus as well as a potential widened sidewalk at its southeast corner.	X			X	As part of the Urban Design section, the Gateways and Vistas Diagram in the BP NSDG includes a terminated vista at this location. The front setback standards also allow variation between 15' -25' to accommodated wider sidewalk widths. This area will be evaluated as part of the Site Development Plan process.
5	<i>“That the [design team] supports the idea of design consistency in elements [e.g., paving, signage, furnishings] throughout the entire Town Center.”</i>	Agree	X			X	As part of the Introduction section, the purpose of the PB NSDG has been expanded to reference specific design elements envisioned to be consistent throughout Downtown. These include street lighting, benches, trash and recycling receptacles, tree grates, primary sidewalk material, and the specific signage types referenced above.
6	<i>"That additional study be given to the terminus of the street that ends at the parking garage [taking emphasis away from the garage]."</i>	This terminus at the face of the existing mall parking garage is not in the Warfield Neighborhood, and as such, we must defer to the Mall Neighborhood Design Guidelines for this.	X			X	The subject area is part of the Mall neighborhood and has been included as a terminating vista for special design treatment as a corner element within the Mall's NSDG.
7	<i>“To be specific in [describing planting material to be used in] the rain gardens...to use your consultants with expertise to determine what needs to be done in order [for rain gardens to] be successful in this area as opposed to just saying native plant material.”</i>	We agree and will update the landscape materials list as well as the sustainability documentation to include specific acceptable materials. The vegetation specified in storm water treatment practices will incorporate native species, providing ecological value and supporting habitat and biodiversity, while creating visual amenity Rain gardens and other planted storm water practices (bioswales, rainwater planters and bioretention areas) will be designed to fit the community and landowner's goals for function, aesthetics and maintenance. Basic design guidance will be provided, followed by specific suggestions for three development zones: Architecture (Building), Street (Streetscape), and Amenity Space.	X			X	Standards for both the Street Design and Amenity Space section of the PB NSDG include details for planter specifications, vegetation type, and planting design. Both sections apply these standards across street, building and amenity space zones.

Attachment D

Relevant Definitions Relating to Downtown Columbia Revitalization for PB 392 Final Development Plans for Downtown Columbia Revitalization (Excerpted from Section 103 of the Zoning Regulations)

[Council Bill 59-2009 (ZRA-113) Effective April 6, 2010. Changes include #38 to #60]

38. Downtown Arts, Cultural and Community Use: Land areas, uses and facilities established for cultural, civic, recreation, educational, environmental, entertainment or community use or benefit, whether or not enclosed and whether publicly or privately owned or operated for profit, including, but not limited to, libraries, fire stations, schools, museums, galleries, artistic work, and transit facilities. Eating, seating and gathering areas that are accessory to these uses are permitted.
39. Downtown Arts and Entertainment Park: A contiguous area including a large outdoor amphitheater which may be surrounded by a variety of smaller indoor or outdoor artistic and performance spaces, museums, galleries and similar cultural or educational uses in a park-like setting. Ancillary uses such as food vendors, gift shops, small restaurants and supporting infrastructure such as utilities, public and private roadways, multi-modal circulation systems adjacent to public and private roadways, surface parking lots, parking structures, and underground parking are also permitted.
40. Downtown CEPPA Implementation Chart: The chart and associated text and flexibility provisions contained in the Downtown Columbia Plan which identify the phasing for Downtown Community Enhancements, Programs and Public Amenities.
41. Downtown Columbia: The following recorded Final Development Plan Phases: Phase 4, Phase 4-A-5, Phase 21, Phase 47-A-7, Phase 52, Phase 62-A-1, Phase 95, Phase 101-A, Phase 105, Phase 111-A-1, Phase 115, Phase 121, Phase 122-A, Phase 139-A-3, Phase 140-A-1, Phase 192-A, Phase 211, Phase 217-A-1, Phase 219, Phase 234, and the area within the described limits included in exhibit A of the Appendix in these regulations.
42. Downtown Columbia Plan: The General Plan Amendment for Downtown Columbia approved by County Council Bill No. 58-2009.
43. Downtown Community Commons: Amenity spaces such as plazas, promenades, greens, gardens, squares and other pedestrian-oriented areas, whether publicly or privately owned, that are intended for community interaction and may include spaces for seating, walking, eating, gathering, fountains, public art, way-finding signage, kiosks, or other similar public amenities. Downtown Community Commons can also include walkways that are designed to enhance and be an integral part of the adjacent amenity space, but shall not include any drive lane for vehicular traffic such as private streets, alleys and public roadways for automotive use. Downtown Community Commons must be generally accessible by the public without charge. Included in this category are Downtown Neighborhood Squares. Downtown Community Commons may be integrated into or developed as a part of other uses and may include underground parking, utilities and other infrastructure supporting downtown revitalization.
44. Downtown Community Enhancements, Programs and Public Amenities (CEPPA): The specific feasibility studies, improvement and management organizations, environmental enhancement programs, and physical improvements identified in the Downtown CEPPA implementation chart contained in the Downtown Columbia Plan.
45. Downtown Environmental Restoration: Projects within Downtown Columbia that are identified in Columbia Towncenter Merriweather and Crescent Environmental Enhancements Study or Best Management Practices for Symphony Stream and Lake Kittamaquindi Watersheds involving forest restoration and enhancement, reforestation and afforestation, wetland enhancement, and stream restoration activities.
46. Downtown Environmentally Sensitive Land Area: An area within Downtown Columbia meeting the definition in the Howard County Land Development Regulations of either a floodplain, steep slope, stream or wetland buffers.
47. Downtown Maximum Building Height Plan: The plan which graphically represents the maximum building height requirements for all Downtown revitalization, as depicted in the Downtown Columbia Plan.
48. Downtown Mixed-Use: A land-use designation that permits any use or combination of uses permitted under Section 125.A.9.B., including supporting infrastructure, such as utilities, public

Attachment D

and private roadways, multi-modal circulation systems adjacent to public and private roadways, surface parking lots, parking structures, and underground parking.

49. Downtown Neighborhood Concept Plan: A concept plan showing an individual neighborhood identified in the Downtown Columbia Plan that depicts a general layout for proposed public and private streets, block sizes and configurations, maximum building heights and proposed Downtown Community Commons as context for the evaluation of the Final Development Plans.
50. Downtown Neighborhood Design Guidelines: Urban design guidelines for an individual neighborhood identified in the Downtown Columbia Plan.
51. Downtown Neighborhood Square: An outdoor amenity space comprised of not less than 25,000 contiguous square feet, exclusive of bike paths and required sidewalks that might be located along its perimeter. A Downtown Neighborhood Square may be covered or partially covered.
52. Downtown Net New: As applicable, the number of dwellings, hotel and motel rooms, and the amount of gross floor area of commercial office and commercial retail uses that are permitted under the Downtown Revitalization Approval Process after April 6, 2010 in excess of the number of dwellings, hotel and motel rooms, and gross floor area of commercial office and commercial retail uses that are shown on a Site Development Plan for property located within Downtown Columbia that was approved prior to April 6, 2010.
53. Downtown Open Space Preservation Plan: A plan included in the Downtown Columbia Plan delineating all land in Downtown Columbia designated as open space on a Final Development Plan recorded prior to April 6, 2010 that is required to retain its existing character as: Downtown Environmentally Sensitive Land; Downtown Parkland; Downtown Community Commons; or a Downtown Arts and Entertainment park, as specified in Section 125.A.9.H.
54. Downtown Parkland: An area generally accessible by the public without charge for active and/or passive recreation purposes which consists primarily of vegetated areas with a natural character, more formal lawns, gardens and walks, pedestrian connections, minor active structured recreation uses such as urban playgrounds, public art, fountains and minimal structures such as cafes and outdoor dining areas, gazebos, pavilions, outdoor stages, and kiosks.
55. Downtown Primary Amenity Space Framework Diagram: A plan and associated text included in the Downtown Columbia Plan depicting existing and proposed primary amenity and natural spaces in Downtown Columbia.
56. Downtown Public Art: Original outdoor artwork which is accessible to the public.
57. Downtown Revitalization: A form of development required in Downtown Columbia after April 6, 2010 in compliance with the applicable provisions of Section 125 that must conform with the recommendations of the Downtown Columbia Plan.
58. Downtown Revitalization Phasing Plan: A phasing plan included in the Downtown Columbia Plan identifying additional development rights by phase for Downtown Revitalization.
59. Downtown Signature Building: An existing or proposed structure which requires premiere attention to its architectural design because of its cultural significance or prominent location in relationship to the public realm, such as its position on a street or open space, or as the terminus of a vista.
60. Downtown-wide Design Guidelines: General urban design guidelines for Downtown Revitalization adopted by the Howard County Council.